

The proposed **Area Structure** policies will provide the underlying **framework for the area's transformation and the define character** of the different areas. This framework is proposed to structure growth and guide intensification. It consists of **two nodes, a series of corridors and a series of distinct neighbourhood districts** that leverage recent and planned investments in higher-order transit.

**Transit Station Areas** are areas where intensification efforts are specifically focused along with improvements to active transportation routes in and throughout the area.



## **Area Structure + Transit Station Areas**



## Area Structure

The underlying framework for the area's transformation over time and character of different areas

Growth and intensification in the Keele-Finch area will be structured and organized around **two nodes, a series of corridors, distinct neighbourhood districts** and a fine-grain public street and block network. The proposed Area Structure is shown on the map below and consists of the following:

- **Nodes:** compact areas where more intense density, use and activity will occur
- **Corridors:** oriented along major streets that link with the nodes
- **Neighbourhood Districts:** existing, stable areas where incremental and compatible residential infill development and intensification may occur.

This structure ensures and focuses growth in appropriate areas – near transit stations and stops – while providing for appropriate transitions to lower-scale areas and compatible development within Keele-Finch's diverse neighbourhood districts.

## PROPOSED POLICY DIRECTIONS - NODES

AS1

The **Keele-Finch Node** will develop as the area's primary centre and a shopping, arts, dining and entertainment destination for area residents and workers. It will have a high concentration of employment, the greatest level of development intensity and will also feature new parks and open spaces.

AS2

The **Sentinel Node** will develop as a community destination that showcases the area's parks, open spaces and natural areas and retains and expands the lush, green landscaped character of the Node. The Node will provide opportunities for residential intensification, new community facilities and local shops, and act as a community focal point.

## PROPOSED POLICY DIRECTIONS - CORRIDORS

AS3

The **Finch West Corridor** will support overall intensification objectives in the area and diversify the area's housing stock. It will feature a green character and accommodate new residential uses in low-rise buildings such as townhouses and apartment buildings.

AS4

The **Keele South Corridor** will evolve into a retail main street that complements the Keele-Finch Node with residential uses in mid-rise buildings and retail at grade, creating more activity at the street level.

AS5

The **Finch East Corridor** will have a concentration of light industrial and office uses in multi-storey buildings that frame streets and are designed to be adaptable. There will be a variety of building footprints at a lower-scale than the **Keele-Finch Node** and that will accommodate a range of light industrial and commercial uses.

AS6

The **Keele North Corridor** is envisioned as the area's warehouse and industrial district with new employment uses that are compatible with nearby heavy industries while improving the street edge along Keele Street.

## PROPOSED POLICY DIRECTIONS - NEIGHBOURHOOD DISTRICTS

AS7

The **Fountainhead Apartment Neighbourhood** is a tower-in-the-park neighbourhood that has a lush, green setting. New, infill pavilion-style mid-rise buildings and the potential for one tall building generally located and sited where existing surface parking will support intensification objectives.

AS8

**Four Winds Apartment Neighbourhood** may include modest infill development in underutilized spaces and redevelopment of existing low-rise buildings where street edges and public access are improved, new community amenity is provided and the area's sense of openness is retained.

AS9

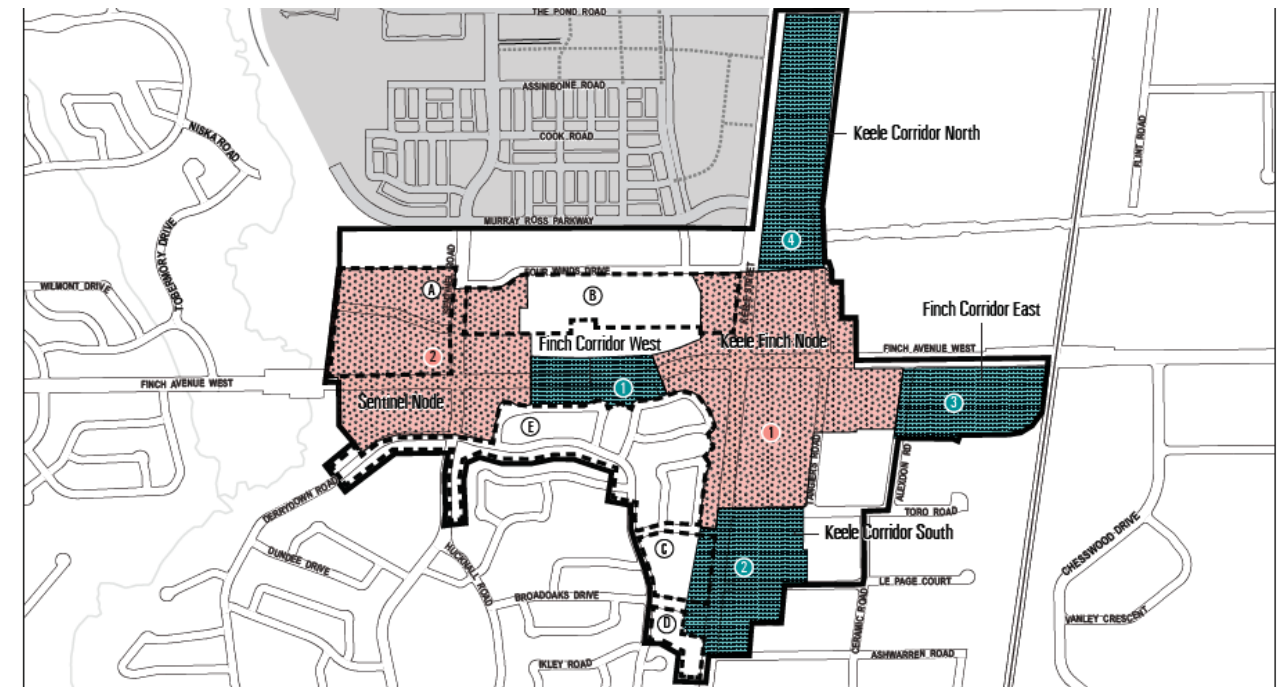
The **Catford Apartment Neighbourhood** has an important open space that is bookended on either side by existing mid-rise apartment buildings. New mid-rise buildings that frame and animate Keele Street are permitted where the existing open space is retained and enhanced.

AS10

The **Broad Oaks Apartment Neighbourhood** will see modest intensification in a mid-rise form adjacent to Keele Street and Broad Oaks Drive while retaining its green open space character with opportunities for new low-rise buildings within the interior of the neighbourhood.

AS11

The **Derrydown Neighbourhood** is an existing low-rise neighbourhood with large lots capable of accommodating compatible low-rise intensification. New buildings will emphasize living areas instead of garages, promote interaction with the street, and provide more soft landscaping and less pavement in front yards.



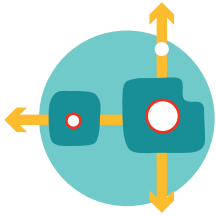
### Keele-Finch Secondary Plan

Area Structure

- |                                                 |                              |               |               |
|-------------------------------------------------|------------------------------|---------------|---------------|
| — Secondary Plan Boundary                       | --- Neighbourhood Districts  | Nodes         | Corridors     |
| ■ York University Secondary Plan Area           | ① Fountainhead               | ① Keele Finch | ① Finch West  |
| ..... Conceptual York University Street Network | ② University City/Four Winds | ② Sentinel    | ② Keele South |
|                                                 | ③ Broad Oaks                 |               | ③ Finch East  |
|                                                 | ④ Derrydown                  |               | ④ Keele North |
|                                                 | ⑤ Catford                    |               |               |

Not to Scale  
June 2019



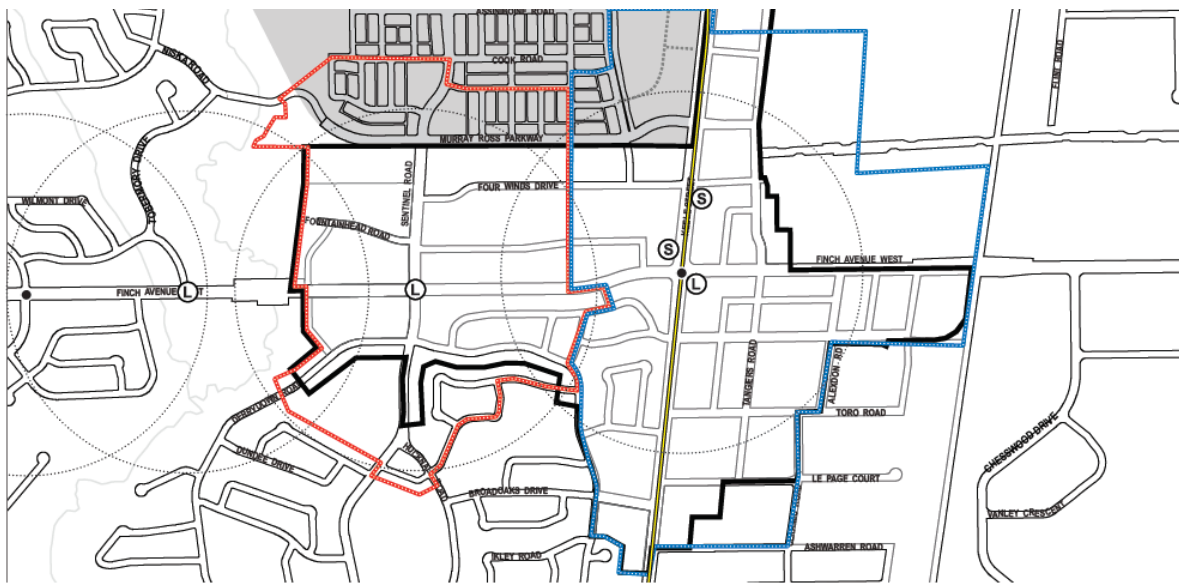


## Transit Station Areas

Areas identified for intensification to support investment in transit and minimum population and employment targets

Transit Station Areas are areas where intensification efforts are specifically focused along with improvements to active transportation routes in and through the area. Collectively, all development within each Transit Station Area have been planned to achieve and exceed the population and employment density targets (people and jobs per hectare) over the long-term as set out by the province.

Cities in the Greater Golden Horseshoe must bring their official plans into conformity with the Growth Plan by 2022 through a Municipal Comprehensive Review (MCR). Major Transit Station Areas will be required to be formally delineated as part of the City's next MCR, or alternatively as Protected Major Transit Station Areas under the Planning Act (see Open House board).



### Keele-Finch Secondary Plan

Transit Station Areas

- Secondary Plan Boundary
- ██████████ York University Secondary Plan Area
- ..... Conceptual York University Street Network
- Sentinel Transit Station Area
- Finch West Transit Station Area
- Finch West Transit Station Area
- Line 1
- 500m radius
- Ⓛ LRT Stop
- Ⓢ Subway Station

Not to Scale  
June 2019



## PROPOSED POLICY DIRECTIONS

**TSA1**

The Transit Station Areas map shows the proposed boundaries. The boundaries maximize the size of the area and the number of potential transit users and generally represents a 10-minute walking distance.

**TSA2**

Existing and new development in each transit station area has been planned to collectively achieve the following minimum population and employment targets:

- a) 200 residents and jobs per hectare for the Keele-Finch Transit Station Area;
- b) 160 residents and jobs per hectare for the Sentinel Transit Station Area.